

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TANSUI.

The Company's Steamship

"HAINAN,"
Captain Passmore, will be despatched for the
above ports, TO-MORROW, the 22nd instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 21st August, 1901. [883c]

"GLEN" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"GLENLYE,"
Captain T. Darke, will be despatched for the
above ports, on TUESDAY, the 27th instant.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 21st August, 1901. [899c]

KELLY & WALSH, LD.

NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGA- TION IN PEKING, by Nigel Oliphant	\$3.00
THE REAL CHINESE QUESTION, by C. Holcombe	1.50
ALL THE WORLD'S FIGHTING SHIPS, by F. T. Lane	9.50
ROYALTIES OF THE WORLD	6.75
EARL ROBERTS AS A SOLDIER IN PEACE AND WAR, by Capt. W. E. Cairnes.	3.50
HOW TO INVEST AND HOW TO SPECU- LATE, by C. H. Thorpe	3.00
BEAUTY'S AIDS: OR HOW TO BE BRAU- TIFUL, by Countess C.	2.25

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2nd.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,
Remnants, Toys, Dolls, Gentlemen's Hats,
Half Hose and Gloves.

782c]

R. G. HECKFORD,
Manager.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [775c]

A. CHEE & Co.

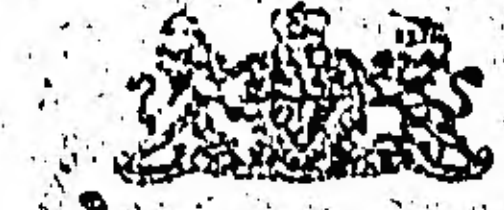
17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [775c]

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH
WHISKY.

Pronounced by Connoisseurs to
be the BEST BRAND in the FAR
EAST.

Per Dozen - - - - - \$15.00

The following Blends are also recom-
mended, and are unsurpassed
in quality:—

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age... 10.50

C.—ABELOUR-GLENLIVET ... 12.00

D.—H.K.D., BLEND of the

Finest Old Malt Scotch

WHISKIES 14.40

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

COTTAM & Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR

1 1/2 INCH "LEADER,"

BATH GOWNS,

OVERLAND TRUNKS.

Hongkong, 20th July, 1901. [671c]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

NOTES AND COMMENTS.

To-day's Collapse.

The fact of another collapse having
occurred to-day and a fatal one at that,
though luckily attended by the loss of only
one life, naturally leads one to ask the
question, when is this state of affairs coming
to an end? The answer to this is not
difficult. Houses will continue to collapse
and lives will be lost until such time as a
thorough inspection of the city is made and
all dilapidated or jerry-built structures pulled
down.

But one half of the town is jerry-built or un-
safe, we are told, and what is to be done with
the people who are turned out owing to the
fact that their houses are unsafe? For them
some sort of accommodation would have to
be provided and it would cost money. Very
true, but still we think that a few thousand
dollars would be a very cheap price to pay
for the prevention of another such disaster
as that in Cochrane Street and the money
ought to be found. Could not some means
be found of making the landlord of a ruin-
ous building responsible in some way for the
housing of the evicted ones, if it could be
shown that he had been aware of the dan-
gerous state of his property?

Things are certainly in a bad state and
too little supervision is exercised over the
builders. Look at Lower Lascar Row,
where, as pointed out elsewhere, relieving
arches have been cut through to make doors.
Plans for these alterations would have been
sent in to the P. W. D., we presume, and,
if so, how was it that the fact that these
arches were proposed to be cut through was
not noticed and permission for the altera-
tions refused? And even if the matter did not come to light in
the plans, it ought to have been seen long
before the work had reached its present
stage. There is something rotten some-
where and the matter ought to be looked
into. What a crop of pertinent questions
Mr. WHITEHEAD will be able to have on
hand shortly!

A German Colonial Army.

It is very evident that Germany is striking
out as a colonial power and intends to push
ahead along the new path she has chosen.
During the last seventeen years her colonies
have grown until she now possesses close
upon 1,035,000 square miles of territory, all
of which she has obtained in the above
mentioned period. In Africa she possesses
the Cameroons, German East Africa, Ger-
man South-west Africa and Togoaland; in
the Pacific, the Bismarck Archipelago,
German New Guinea, the Marshall Islands,
the Caroline Islands, the Marianne Islands
and the Peleus; and in Asia, Kiaochow.
These colonies form a long list, but, with
the exception of the African ones, they are
not of very great importance. In fact with
the exception of German New Guinea they
are all composed of groups of small islands,
mostly totally unfit for colonization by Eu-
ropeans (as, indeed, is New Guinea), and from
which very little benefit in the way of trade
is to be expected.

It will thus be seen that Germany's most
valuable possessions are her African colonies
and her small settlement of Kiaochow, and
it is probably to the latter, though so
small in extent, that she looks for the
greatest benefit, for Germany hopes
to make of Kiaochow a German Hong-
kong which shall control the trade of the
north of China. Others of course say that
Kiaochow is poorly situated in being some
distance removed from the mouths of the
great waterways, but Germany hopes to
overcome this drawback by the construction
of railways and so draw off the trade from
the rivers, which have, from time immemorial,
been the routes of commerce.

As yet of course, Germany, as a colonizing
or colonial power, is in her infancy, but she
intends to push ahead and not only to foster
her trade but to extend her possessions as
much as possible. In order to accomplish
this she has instituted heavy subsidies for
her steamship lines which have, as we have
all seen, grown at a prodigious pace under
this system of Government irrigation, and, in
order that her steamships may not be un-
protected in time of war, she has commenced
the construction of a navy which will not be
shamed by those of other Powers. And her
latest move is to be the formation
of a colonial army, about as wise a step as
any Power aiming at expansion could take.

But what sort of a colonial army is Ger-
many about to form? That is the question.
To us it appears that her colonial army will
be colonial in name only, for it stands to
reason that with her young colonies she can-
not yet have a sufficiently large colonial bred
German population to form even the nucleus
of a cadet corps. This being the case it
means that she is either about to form an
army at home for service abroad or that she
is going to draw upon her colonies for a
native army. We fancy that the former will
prove to be the method adopted, for the
only natives under German rule who would
be suitable for fighting men would be her
Africans, and we very much doubt if she
would care to use them for service in her
Pacific and Asiatic possessions. Of course
she might form a Chinese regiment at Kiaochow,
but it would not be a colonial regiment
in the true sense of the term. It would
be simply a regiment of mercenaries, and
those aliens, for we very much doubt if Ger-
many can count a hundred Chinamen
either born or naturalized German subjects.

This project of a colonial army for Ger-
many should awake our War Office to the
needs of the British Empire. If a nation
with so few foreign possessions feels the
necessity of a colonial army for the protec-
tion of those possessions, how much more
must Great Britain require a colonial force? We
have, it is true, small forces in Canada
and Australia, and even our Crown Colonies
have their local Volunteers, but what we
think is really needed is our larger colonies

at least, is a colonial army sufficiently power-
ful to act on the defensive in time of trouble
without having to draw so largely upon the
mother country as would be at present
necessary. How many of our colonies, we
should like to know, could defend them-
selves in the event of a disaster to the Navy,
cutting them off, as it would do, from all
help from the mother country? This is
a question that might well be pondered
upon, particularly as Germany seems to have
already grasped the fact that she must not
be dependent upon her fleet alone for the
protection of her colonial possessions.

TELEGRAMS.

SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

NORTHERN NEWS.

THE SHANGHAI TRAMWAYS.

THE SCHEME THROWN OUT.

(From Our Own Correspondent.)

SHANGHAI, 21st August.

3.30 p.m.

The adjourned ratepayer's meet-
ing to consider the tramway scheme
took place to-day.

Mr. Ziegler's scheme was, on a
show of hands, carried by 92 to 57
votes, but the Municipal Council
insisted upon a poll and the count-
ing of proxies given by absentees.

The result of this was the reversal
of the first vote by 219 to 187.

Three rackrenting landlords polled
70 proxies.

The scheme for public baths was
also squashed.

Received 4.50 p.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

GERMANY TO FORM A COLONIAL

ARMY.

LONDON, August 19th.

It is stated that Germany has decided to
form a Colonial Army.

THE CONFLAGRATION

IN LONDON.

The recent fire in London occurred on the
premises of Messrs. Walker and Thomas, and
Messrs. Densham and Sons, Tea Dealers, not
the Mazawattee Tea Company.

LATER.

SHIPPING DISASTER ON THE
PACIFIC COAST OF NORTH
AMERICA.

The steamer *Islander*, belonging to the
Canadian Pacific Navigation Co., of Victoria,
British Columbia, in returning from the
Yukon, struck an iceberg, and sank in twenty
minutes. Of the crew and passengers on
board, 65 were drowned, and 111 saved.

RUSSIA AND FRANCE.

The Tsar of Russia will be present at the
French Military manoeuvres at Rheims.

WEATHER REPORT.

The Observatory report says—

On the 21st at 11.55 a.m. barometric changes
are slight. Pressure is highest over the N.E.
coast of China, and gradients continue slight for
E. winds on the coast, and for S. winds over the
middle part of the China Sea. Forecast:—E.
winds, light; showery.

LOCAL AND GENERAL.

A TELEGRAM from Kobe to the *N.C. Daily News*
says that Captain H. J. Purvis of the
3rd Bombay Cavalry died in his bed at four
o'clock on the 19th inst., at Maruyama, Onsen,
Kiofo.

A SKETCH map of Mr. Hans Ziegler's tramway
scheme for Shanghai reached us in the *Mercury*
just to hand. The map and proposition was to
be laid before a special ratepayers' meeting on
the 19th inst.

The French mail of the 15th July and the
English mail of the 20th July, were both de-
livered in London on the 19th instant. It will
soon be quicker to arrange to miss the French
mail if you want your letters to get home on time.

We hear that there will be no inquest in the
case of the woman who died so suddenly in
Lyndhurst Terrace, the other day. It was at
first thought that death was due to an over-dose
of morphia, but the post-mortem shows that
alcoholism was at the bottom of it all.

THE Hon. Treasurer of the Alice Memorial
and Nethersole Hospitals begs to acknowledge
with thanks, the following donations to the
funds of the Hospitals:—

Ho Ngok Lau \$50

Ho Wing Kiu 10

THE alleged case of manslaughter with which
police Sergeant Chu Kwai Lam was charged
was concluded to-day. Mr. J. J. Francis, K.C.,
for the defendant, made a masterly defense.
The jury, after retiring, brought in a unanimous
verdict of not guilty and the defendant was
discharged.

TEA men would no doubt be glad to hear of
the extent of the damage done by the recent
fire in London. That is to say, how much tea
has been lost by the fire? If a very large stock
has been destroyed, then the result might cause
some what of a fall in the China trade. We
hope that Reuter will enlighten us.

THE Mitsui Bussan Kaisha send us a tabulated
statement of shipments of coal from Moji and
Kuchinotsu to various ports during the first
half year of 1901. The Mitsui Bussan Kaisha
carried 523,135 tons from Moji, an amount
largely in excess of other shippers, whilst
245,210 tons were shipped from Kuchinotsu, all
by the M.B.K. Co. The coal for Hongkong
amounted to 253,881 tons from Moji, and 73,903
tons from Kuchinotsu.

We note that H.M. Ships *Eclipse* and *Daphne*
were still at Amoy at date of latest advices.
It is quite unusual for two British warships to
be at Amoy together for so long a time, and it
is therefore evident that there was more in our
last scare than appeared upon the surface.

A JAVANESE paper says that it was reported
from Seoul on the 10th inst. that the Korean
Government will withdraw the embargo on
cereals as soon as the 100,000 koku of Annam
rice is imported by the Frenchman who con-
tracted to supply the rice to the Government a
few weeks ago.

ACCORDING to Consul Guenther, at Frankfurt,
in a report to the State Department at Wash-
ington, an English engineer has worked out
a plan to connect Alexandria, Egypt, directly
with Shanghai, China, by railroad. The pro-
posed road, which will be about 6,400 miles
long, will have three divisions. The middle
one of 3,125 miles already is in existence.

It is stated that more than thirty cases of
typhoid fever occurred on board the Japanese
cruiser *Akashi* during her stay at Shanghai
and on her voyage from there to Sasebo. The
patients were all removed to the naval hospital
at the Admiralty port, and the vessel subse-
quently arrived here to undergo thorough dis-
infection at the local Megami Quarantine
Station, where she now lies.

THERE is a very fine theatre on Kowloon
Point. At least we conclude it is a fine one
from the manner in which the Chinese flock to
it. Kowloonites don't object to the theatre
itself, because it isn't a nuisance; but what they
do object to is the fearful row made by the
audience at the close of the performance. If
only they would wait to discuss the merits of
the local Irving and Sarah until next morning
many a weary Kowloonite would be thankful.

THE rain still seems to be hanging about
and if it keeps on much longer it looks as if
we shall have the greater part of Hongkong falling
about our ears. We have had an Insanitary
Properties Commission, a Food Supply Com-
mission, and various other Commissions; we
have applied for a Sanitation Commission and
now we shall want a Jerry Building Com-
mission. Would it not be cheaper and better to
remove the whole lot to Lantau and start fresh?

MESSRS. POWELL & Co., Ltd., are making
tremendous preparation for their selling off on
September 1st. Their whole stock has been
subjected to a thorough overhauling and they
are determined to clear out everything that is
not quite up to date. From what we saw this
morning prices seem no object, the only thing
aimed at is to clear out at any sacrifice to make
room for the large stock of new goods coming
forward. Full particulars will be furnished later.

IF Mr. Chater takes any interest in the road
which bears his name in Kowloon, we wish he
would trot down and have a look at it. He
would then probably go and ask the D. R. W.
to rename the road or repair it. At the present
time a good part of it resembles a bottomless
bog more than anything else, and the coolies
using it have had to build a neat little cause-
way of granite chips through the worst part
of the quagmire in order to prevent loss of life.
We do wish the whole of the Public Works
Department would get bogged in it. Then
perhaps they would think it was about time for
something to be done.

THE other day a correspondent enquired of us
as to whether " whilst the French troops have
had their little differences of opinion with the
Chinese in the North, the Foochow Arsenal,
under the supervision of Frenchmen, has been
turning out ammunition etc. for the Chinese?"
We published the query in the paper with a
note to the effect that perhaps our Foochow
contemporary could afford the necessary in-
formation. That journal, however, replies
diplomatically as follows:—

"The *Foochow Daily Echo* is not prepared
to give any information on the subject."
Really, one would think the *Echo* had been
educated in our own Colonial Secretary's Office,
so very "official" is its reply.

APPARENTLY the Russo-French alliance is
growing stronger than ever, for Reuter tells us
to-day that the Tsar is to be present at the
French military manoeuvres at Rheims. There
is therefore all the more reason for keeping a
sharp watch upon the actions of these two
Powers in the Far East. M. Doumer's refer-
ence the other day to blocking India in
Afghanistan and Yunnan is significant and
looks as though the French were inclined to
lend Russia a helping hand in the great south-
ern march which has so long been her aim.
What Russia would like to see would be a
Russian Asia, and what could be more probable
than that she would consent to France holding
a small slice so long as she herself obtained
the larger share?

MUCH regret will be felt by everyone, Chinese
included, on learning that Mr. S. F. Mayers,
of the British Consular Service, is about to
leave Shanghai, says the *N. C. Daily News* of
the 16th inst. Mr. Mayers has proved a most
able and impartial Assessor at that most trying
of tribunals, the Mixed Court, and has earned
the lasting gratitude of all residents in the
Settlement who have had anything to do
with that Court. The improvements
effected in the present Mixed Court are
mainly due to the excellent suggestions
made by him to the Magistrate. Mr. Mayers
leaves here about the first week in
September to take up the post of Assistant
Chinese Secretary to the British Legation at
Peking, a post which with his knowledge of
Chinese, he is thoroughly qualified to fill. The
pleasure which he undoubtedly feels at this well-
deserved promotion must somewhat lessen the
regret felt by his numerous friends at hearing
the news of his departure. Mr. Campbell is to
succeed Mr. H. C. B. Cockburn as Chinese
Secretary.

THE following items are from the *P. & T.*
Times of the 10th inst:—

Gen. Mei has returned to Tientsin, and it is
stated that he has succeeded in dispersing the
brigands in several districts, and has killed
altogether several hundred rascals. In an-
other place it will be observed we mention his
defeat. We give both versions with impartiality,
but one of them must be untrue unless they
refer to different periods of the gallant general's
career.

Gen. Mei and Gen. Liu's men are reported
to have had several conflicts with the villagers
in which they have not come off well. In one
conflict as they were getting the advantage a
mine exploded and killed 150 of them.

A mounted Chinese police is being in-
augurated for the protection of the railway,
with foreign inspectors. We fear that some
risk will attend the experiment, lest the Chinese
become involved in disputes or raids with the
villagers along the line.

The Chinese police deputed by the Plenipo-
tentiaries to preserve order at the gateway
through which the railway enters Peking, do
their work by deputy, signing up duties
with uniform, baton and sword. The matter was
reported to Prince Ching, who was very angry,
and for a few days the men put in an appear-
ance again. The "deputies" however are once
more in evidence.

OUR JERRY BUILDINGS.

ANOTHER FATAL COLLAPSE.

At about half-past eleven this morning an-
other collapse occurred, the roof and floors of
the kitchens of No. 21 Lower Lascar Row fall-
ing in. A gang of men, under Mr. Wolfe, was
immediately sent to the scene of the disaster
from the collapsed houses in Cochrane Street,
and they started work at once on the debris
which was blocking up the kitchen on the
ground floor. From this was extricated a
Chinese bricklayer who, it is surmised, was
at work in one of the upper kitchens when the
collapse took place, fell through with the floors,
was buried in the debris and smothered. He
was quite dead when taken out and the body
was sent to the Mortuary. It was that of a
man of about forty years of age.

The lower kitchen, from which the body
was taken was inhabited by an old woman and
her two children. At the time of the collapse
she was chatting with some neighbours in U
Yam Lane, on which the kitchen fronts, and her
two children were playing about near her, so
that the three had a very lucky escape from
what must have been certain death had they
been in the room.

So far as is known, the cause of the collapse
is to be found in the fact that the men engaged
in making some alterations to the houses had
piled up some three tons of building material
(bricks, tiles and so-called mortar) in one of
the upper kitchens, with the result that the
floor collapsed and brought away the roof with
it, gutting the whole of the back part of the
premises. An examination of some of the
beams taken out showed that the ends were
badly eaten by white ants.

Whilst on the subject of this collapse we should
like to point out to the Authorities that it is ap-
parently the intention of the owner to put hang-
ing verandahs on this row of houses. To do
this it has been necessary to turn the windows
into doors, and we notice that those on the first
floor have been cut clean through the relieving
arches above the shop fronts. Why, we should
like to know, was this allowed? Unless the
work is stopped immediately, and the
builder prevented from carrying out the job,
we shall have another disaster similar to that
which has occurred in Cochrane Street, as soon
as these houses are completed and inhabited.

It looks to us too, as though preparations were
being made for the addition of another storey,
and if this is allowed in the present ruinous
state of the building, the person responsible for
it should be made to live in one or other of the
houses. It would be a quick way of preventing
further negligence and, — would save rope.

THE COCHRANE STREET COLLAPSE.

Work still continues on the ruins in Cochrane
Street. Nearly the whole of No. 32 has now
been cleared, but it is impossible to get out
some large beams and pieces of flooring until
No. 34 has been cleared, for, as we pointed
out the other day, it is necessary to shift the
struts which hold up the surrounding walls the
whole time as the work goes on. A very good
impression has been made on No. 34 to-day,
and it looks as though a very few days more
will see the whole of the work of clearing the
debris completed.

We have heard several complaints at the
slowness with which the work has been car-
ried out, but we would remind critics that the
job has been both difficult and dangerous,
and that the Chinese employed in clearing the
rubbish have been exceedingly difficult
to control. They don't like the job and
shirk as much as possible, having to be
driven to work every time a body comes
to light. By far the greater part of the
work has been done by the Europeans them-
selves and every credit is due to them for
the way in which they have stuck to an un-
pleasant job. One of the European workers
told us to-day that he tasted putrifying flesh
with his meals and dreamed of corpses all night,
and we don't wonder at it.

Up to the time of going to press no more
bodies have been recovered, though several
fragments have come to light. Many more
are expected to be found under the ruins of No. 34,
but it is impossible to reach them just yet on
account of the dangerous state of the surround-
ing walls.

Apparently the Chinese do not take very
much interest in their dead. Had

HONGKONG HOTEL COMPANY.

The ordinary meeting of Shareholders in the above Company was held this morning at the Hotel. There was a very small attendance there being present—Messrs. Edward Osborne, R. C. Wilcox, and W. Parfitt (directors), also Messrs. W. Davis, W. A. Crickshank, Ellis Kadoorie, W. D. Craddock, Ho Fook, Ho Kom Tong, Lo Cheung Shin, Chau Chan Nam, Ho U. Shang, Sang Kee, and Mr. Mooney, Secretary.

The Secretary having read the notice convening the meeting.

The Chairman, Mr. E. Osborne, rising said—Gentlemen, With your permission, I will dispense with the reading of the Report. The profits for the past half year have more than fulfilled our expectations and we are able, after providing liberally for depreciation and repairs, to recommend a dividend of 12½% which we hope will afford you satisfaction and should you approve our recommendations, the Reserve Fund will stand at \$90,000. Besides this, however, a very substantial sum is represented by 12,124 feet of land on the Reclamation, which though standing in the books at \$21,000 odd is, we consider, worth \$20 a foot or \$240,000 and at this valuation, although it does not appear so in the Accounts, you actually have a Reserve of over \$300,000, which, on a capital indebtedness of \$825,000, means that your finances are in a thoroughly sound and healthy condition. The question of utilising this land has occupied the attention of your Board for some time past and we intend shortly to submit definite proposals concerning it which, while not involving a large outlay, will enable us to retain possession of the land and at the same time earn a profitable return on its present market value. If there are any questions I shall be pleased to answer them.

There being no questions, the Chairman proposed the report should be adopted. Mr. W. Davis said he had much pleasure in seconding the motion. He considered the Directors were to be congratulated on the eminently satisfactory statement they were enabled by their exertions on the Company's behalf to put before the shareholders. Carried unanimously.

The Chairman—The next business is the election of a Director. Mr. R. C. Wilcox retiring by effluxion of time is re-eligible. Proposed by Mr. Ho Fook seconded by Mr. Ellis Kadoorie that Mr. R. C. Wilcox be re-elected to the board. Carried unanimously.

The Chairman—The only remaining matter, Gentlemen, is the election of Auditors. The retiring auditors, Messrs. W. H. Potts and W. H. Gaskell offered themselves for re-election.

Mr. W. Davis asked the Chairman if Mr. Gaskell was eligible. He (Mr. Gaskell) was submitting himself as a Director in the new Craigieburn Hotel Company, and if elected as Auditor to the Hongkong Hotel Company would necessarily come into knowledge of many things of importance to the new concern.

Mr. R. Osborne said—The directors had taken notice of this and had written to Mr. Gaskell on the subject. Mr. Gaskell had replied in writing to the effect that he intended to offer himself as a Director. The new concern was a matter that the Directors preferred to leave to the shareholders, if they would, consult amongst themselves, he would only be too happy to put the result to the meeting.

Mr. W. Davis, having conferred with some members of the Company, proposed that Mr. W. H. Potts and Mr. Fullerton Henderson be elected Auditors. This was seconded by Mr. Crickshank and carried unanimously.

The Chairman thanked the members for their attendance, saying the warrants would be ready to-morrow morning if they would call and get them.

A REFLECTION.

A correspondent writes—

The meeting of shareholders in the Hongkong Hotel Company this morning was instructive in many ways. Firstly, the complacency of the report of the most successful half-year yet presented was met with. Each shareholder, seemed to have a sigh of satisfaction with an inward consciousness of having richly deserved the fat dividend. Then the faith expertly reposed in the actions of the Directors, the faith even of a little child, for they can do wrong, and truly the record is a great one, \$125,000 net on six months working. A Company of \$25,000 paid up capital having a reserve fund of \$300,000. Ye Gods, what a position to be in. No wonder they can afford to pay the mammoth dividends as announced to day and, shame to them, they do not reward the men who have made this return possible. Even as the strength of a chain is that of its weakest part, so all the efforts of the best set of Directors in the world would be futile if not ably seconded by the exertions of the those selected to carry out their instructions. Each of the large and rich Companies of Hongkong provide a bonus for their officers, with the exception of the Hongkong Hotel Company. It is not all the Directors' fault, although they might suggest it to the shareholders, and having these individuals in such good training, no doubt a proposition to that effect would be carried. It is the shareholders, who quietly sit back and pocket their increment, that the suggestion should come from. Out of their plenty give their mite to the men who have helped to such a large extent to make the success of their business. Or is it that living so low in China they are saturated with the policy of "squeeze." Not content with squeezing their customers they must put their employees in the press. True the Chinese boys get a bonus of a month's salary at their annual holiday but the Chinese peasants receive not one cent. Reward the "boy" for doing what he is made to do, for not stealing because he is watched, for not leaving at short notice because he would lose the wages kept in reserve, for being attentive for fear of being fined, but nothing to the men who, by tireless watchfulness and attention to duty, have made this state of things possible. Break a flower away if you like, but be careful to treat the God of Hongkong, the BOY with all humility.

WATER POLO.

V. R. C. "C" team will play V. R. C. "A" team in the Semi-final of the Hongkong Water Polo Challenge Shield competition to-morrow at the V. R. C. Kowloon, at 5.45 p.m. sharp.

Ladies are cordially invited by the Committee.

The following are the teams—

V. R. C. "C" TEAM, (WHITE CAPS).

Goal—F. D. Bain.

Backs—R. Lapsley, C. A. Hance.

Half-back—Frank Jorg.

Forwards—A. Humphreys, A. E. Alves (Capt.), N. H. Alves.

V. R. C. "A" TEAM, (RED CAPS).

Goal—A. J. Mackie.

Backs—A. Loureiro, H. A. Lammer.

Half-backs—A. A. Alves (Capt.).

Forwards—H. S. Kennet, F. K. Tate, C. M. Alves.

Reference—Cpl. Morris, B.A.

Timekeeper—F. W. White.

FRAGS AT THE KOWLOON HOTEL.

Matters at one time looked serious last evening at the Kowloon Hotel. About 15 American sailors were in the main bar in a "more or less" condition when some discussion arose about the payment for drinks. Two employees of the Dock Company were present and they, being Britishers, were fearfully mauled, knocked, and kicked about before quiet was restored. Fortunately for the blackguards (fifteen of them who would set on to two men) there were no police about, otherwise there would have been a very pretty case at the Police Court this morning. We are informed the fight was not confined to fists but glasses, table tops and legs of chairs were used in true American fashion.

THE SEA SERPENT.

We hear that the sea serpent has been seen near Macao. While the Customs cruiser *Sun-jing* was off one of the small islands to the South of Macao on Sunday last the sea serpent was sighted some little distance away. It was at first taken for a large coil of rope and a boat was put out in charge of Mr. Custer, as the craft approached the reptile rose in the water to a height of about fifteen feet and attacked the boat, biting one of the oars. The crew were so taken a back that they never thought of firing on the beast, which made off. The length of the monster is estimated at fifty feet and it had what appeared to be a kind of horn or series of horns on its head in the form of a coronet. The reptile was seen by several people from the Customs cruiser, who are all convinced that it was a veritable sea serpent, whatever the sceptical may say.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by correspondents in this column.

BUILDINGS INSPECTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR, I notice a paragraph in the morning paper commenting on a decision in the Police Court, whereby a Chinaman was mulcted in a fine of \$100 for not having his plans of alterations passed by the P. W. D. before starting building. Mention is made of it wanting the loss of fifty lives to wake up the officials. This, sir, is manifestly unjust. The officials cannot be blamed for these things happening, it is the fault of the mean, cheese-paring policy of the Government in having only one Inspector for the whole of Hongkong.

How can Mr. Crisp possibly inspect the whole of a town of this size, and that is practically what it amounts to? Why do not the authorities have a staff of men, practical experts, pay them well, for there would be responsible work, and set about a proper look into the general state of things?

I warrant if the men were just, whole rows of verminoids would have to come down, top stories taken off and walls pulled down and rebuilt. Goodness knows rents are high enough to guarantee safety at that least, but at present the landlord has the tenant body and soul by first reducing him to a state of poverty and then dropping a roof on him.

I am, Sir, Yours truly, A.

Hongkong, August 21st, 1901.

AT THE MAGISTRACY.

UNLAWFULLY ANCHORING. L. S. Grant took a hand in the unlawfully anchoring lottery this morning. Six Chinamen were charged and convicted and fined \$500 or fourteen days.

ROGUES AND VAGABONDS.

P. S. A. Gordon charged four forlorn looking Chinese with being rogues and vagabonds. They were each sent to gaol for fourteen days. With good chow, regular habits, and a roof over their heads they should be in good fettle at the end of fourteen days, to continue their living by stealing with renewed energy.

STEALING.

Chung Wan was charged with stealing a piece of camphor wood, the property of one An Wook, a carpenter. The defendant said he was sleeping in the carpenter's matched and some men sold him the wood for 10 cts. Mr. Kemp gave the prisoner the benefit of the doubt, also six weeks' hard labour.

OPIMUM CASE.

Chun Tip and Li Lam Po were each fined \$200 or two months' hard labour for being in illegal possession of opium. They went to prison.

DRUNK AND INCAPABLE.

P. C. Clemson took charge of Haden Dadsen because he could not take charge of himself. \$2 or eight days.

LUCKY FINDING THINGS.

Shek Chuck told his Worship this morning he saw some sugar in the street and picked it up. He was not charged with removing an obstruction, but with stealing 13 cabbages of sugar, the property of the Wo On Yedown. Fourteen days' hard labour.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 22nd August, at 4.15 p.m.

ORDERS OF THE DAY.

1. Correspondence relative to the depth of buildings.

2. Statement furnished in reply to Mr. Osborne's question relative to additional markets, latrines and urinals.

3. Correspondence relative to the closing of the well at the back of the market, Hung-hom.

4. Approval of a compassionate allowance for Mrs. Cruz.

5. Reply from Government to Sanitary Board letter No. 106 dated 15th June, 1901, relative to the provision for certain Sanitary Works, in the 1902 Estimates.

6. A letter from the Honourable Director of Public Works notifying the erection of a latrine at Yaumati.

7. A letter from Mr. Osborne having reference to the memorandum on the Petition dated the 25th June, 1901.

AGENDA.

1. Results of experiments with the Virus Contagieux of Professor Danysz.

2. Minute by the Medical Officer of Health on the alleged overcrowding in Sheng Fung Lane.

3. Reply from Bishop Piazoli to C.S.O. letter No. 1801, relative to the removal of the bodies of children dying in the Convents within one month of admission for post mortem examination.

4. Plans of two public latrines—

(a) One of 40 seats on the west side of Gillies Avenue, Hung-hom.

(b) One of 40 seats at the intersection of Market and Kennedy Streets, Yaumati.

5. Correspondence relative to the erection of two urinals—one near the Canton and Macao Steamboat Wharf and one near the old Nam Pak Hong Pier.

6. Time-wasting. Return for the fortnight ended August 19th, 1901.

THE PLAGUE.

Number of cases reported Chinese.....1,537
up till noon of the 20th Other Asiatics 34
August, 1901 Europeans.....39
Number of cases reported Chinese.....0
during the past 24 hours Other Asiatics 0
Europeans.....0

Total number of cases reported to date 1,618

Number of deaths reported Chinese.....1,503
up till noon of the 20th Other Asiatics 34
August, 1901 Europeans.....11
Number of deaths reported Chinese.....0
during the past 24 hours Other Asiatics 0
Europeans.....0

Total number of deaths recorded to date 1,548

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....2
Other Asiatics.....0
European.....0

Total.....2

Deaths Chinese.....2
Other Asiatics.....0
European.....0

Total.....2

The plague returns for last week were—

Cases.....4

Deaths.....5

THE THIBETAN MISSION TO RUSSIA.

"The coquetting of the Thibetan Lamas with their burly Russian neighbour has not escaped the notice of the Shanghai native press. The *Sin Wan Pao* calls attention to the fact that the visit to St. Petersburg is known to all the world except China, which takes no note. And perhaps Thibet will follow Korea, Annam, Siam, and Burmah into the limbo of countries once under China's overlordship, but now alas! alienated into others."

The Lamas only sent us a nominal tribute and we did not interfere in their internal administration. But with Thibet it is different. We appoint Ambassadors, whom the Grand Lamas look up to as their superiors. Hence the proof of suzerainty is complete. Such subject states have no power to send embassies to foreign lands, and establish diplomatic relations with them. Now the Russian Emperor has received the Lamas with all the honours due to Ambassadors of the first rank. Surely this bodes no good for China."

Let us take the case of Korea as a warning. We regarded her as our subject before the war with Japan. But unfortunately we had allowed her to select her own ministers to other nations. Hence Japan regarded Korea as an independent nation and resented our interference with her internal disorders and we went to war with Japan. Now if we let Thibet send her embassies, this will be tacitly consenting to her independence and away goes the last shred of our suzerainty over that centre."

Russia is ready to assure us that these lamas have come on a purely religious mission. Such a story may deceive other lands, but not China, for we know that Thibet regards religion and government as one and the same thing. The Thibetans know no sovereignty, and no government. They only have a firm belief in the Lama religion and the Grand Lama controls everything. In fact we rule Thibet through her religion."

SINGAPORE MINING NOTES.

The following notes are from the *Straits Times* of the 13th inst.—

GOLD MINES.

Raub—has gradually increased the tonnage of quartz milled from 2,550 tons in May to 3,500 tons in July, but decreased in the output of gold from 11 dwts. per ton in May to 8 dwts. 5 grains per ton in July.

Share are firm at \$12.50.

South Raub—Have risen from 3 dwts 13 grains per ton of stone crushed in May, to 9 dwts 1 grain in June and 6 dwts 12 grains in July a very creditable rise which, I understand, is likely to continue.

Shares \$120, buyers.

Punjong—No returns of milling have been received. The manager is vigorously prosecuting a part of the property with the hope of finding some payable lode.

Shores, very little business.

NETHERLANDS INDIA.

From Dutch New Guinea comes news of fresh trouble. Many Chinese convicts have been sent there to serve out their time. The station is notoriously unhealthy, and almost certain death from disease was their lot. To escape this fate, about ten of them, one day, seized some rifles and ammunition and fled into the interior. The police gave chase and shot down two of them. The balance escaped. It is feared that these eight escaped convicts will settle among the people of the interior and lead them in warfare against the Dutch. The inland natives are savages, lawless and bloodthirsty. Troublesome as they now are, they will be still more dangerous to the Dutch authorities under Achinese leadership.

At Sourabaya steps have been taken to start engine works and machine shops on a large scale, to be worked by a company with a capital of one million of guilders. Hitherto there has been nothing of the kind, save in a small way in Java. Machinery for sugar mills and other industrial undertakings had to be imported from Europe or America at enormous expense, the freight alone being 35 to 50% above the cost price of the article. Europe, for instance. The freight charges will be much lower for the raw materials to be worked up at Sourabaya.

In certain provinces of west Java, called the Preanger Regencies, the consumption of opium, allowed elsewhere in the island, has been forbidden since 1824. The Government now seeks, it is said, to reintroduce opium smoking there, though the people, from years of abstention, make no use of the drug. Need of more revenue is said to be at the bottom of the move.

The Kehayan Mining Company in Dutch Borneo is said to be doing so well that the mining staff on the concession have sent their savings to Batavia and Sourabaya in order to buy shares in the venture. It is expected that the shares will soon rise to one hundred per cent above par.

A firm at Sourabaya has taken out a permit to put up large poster frames on footpaths at street corners on which to stick advertisements and puffs for unclesmen and storekeepers. Several business firms in that quarter intend to resort to this method of gaining public notice.

The Boyans are now ousting Javanese from domestic service at Samarang. Boyana have great reputation for honesty and a keen sense of duty. Employers at that port prefer Boyans as watchmen although they ask for higher wages than Javanese.

At Samarang there is a horse insurance association which has worked successfully for some years. The association held its annual meeting the other day there. *Straits Times* Cor.

THE GOOD TIME COMING.

".....the Bill for the Protection of Chinese Immigrants and to prohibit their importation except on ships flying the British Flag."

There's a flutter in the breast of the Cuckoo in his nest.

(Hein) Hang it! said the German Junior Clerk.

"It is sung and cosy here, and I like the sparrow's cheer."

"Dear simple little Sparrow-in-the-Dark! *Ge n'est que le premier pas qui compte*, and your Governor's a brute."

Gentle sparrow, why this kick and why this squirm?"

And the nest begins to rock, and it's quite a nasty shock.

And the branch below feels anything but firm.

"I have basked for quite a while in my Foster Mother's smile."

"Confound it!" said the Teuton "mid his wares"

"And she always has supplied dainty bits for which I've cried."

(Oh! 'twas climbing up the 'Golden Stairs')"

"And my sparrow Foster-Mother fed my Anglo-Saxon brother."

With a 'fairness' whereof *hed* to bear the brunt;

Fed and found me like a son, like she did the other one."

But now methinks I see a change of front."

"Teutons, trouble for the lot, (*Ce n'est que le premier pas qui compte*)"

"That's the word that keeps on ringing in my ear."

What is this that is designed? Aie our friends no longer blind?"

Say have we not the gravest ground for fear? And the profits of the past—Can it be they will not last?"

(Oh the wholesome British Dollars, how they chink!)"

And as to what's in store for Free Trade in Singapore."

Is a thing whereon I hardly like to think."

Oh the end of freedom's days loometh through clouds of the future's haze."

"Peep for it!" said the Sparrow, 'neath his breast."

And there's quite an ugly smile on the erst-while Cuckoo's face."

(Quoth the Sparrow—"Tis a harbinger of death!")"

When the glorious powers that be think a trifle more of me."

You'll cease to grab the choicest of the grain, With a poll-tax on your head, you will mourn the life you led."

Oh! I looks towards you, Mr. Chamberlain!"

JOSS CHINCHINJOSS,

in the *Singapore Free Press*.

FRENCH INDO-CHINA.

THE YUNNAN RAILWAY.

The colonial expansion party in Tongkin hall with delight M. Doumer's success in floating the Yunnan railway scheme. "They do not disguise the fact that it has a political aim, far outweighing the commercial considerations arising from the productiveness of the province and trading instincts of the people. They boast that the construction of the railway will remove every danger of Britain gaining preponderant influence in Yunnan. M. Doumer expects to carry out his plans within the next eight months, and then to throw to France. A pessimist in Tongkin throws cold water on the scheme by pointing out that it is only low traffic rates that will draw to the railway the extensive trade which now passes down the Red River from Yunnan to the seaboard. But low rates will destroy the chance of running the line at a profit."

OVER TAXATION.

M. Doumer has striven hard to raise the revenue by laying heavier taxes, to the dissatisfaction of the people. The Chinese are of late emigrating in larger numbers from Saigon owing to this. Formerly they used to flock thither in the sure and certain hope of soon making a pile of dollars with which to return to China. But now the taxes are so burdensome at Saigon that it is hard for Chinese to accumulate dollars. The Chinese are now forsaking that port for more promising fields in the Straits Settlements and Java. The burden of taxation has also proved to be too heavy in Upper Laos. There, an insurrection has broken out against the French authorities, owing to the people getting impatient of the tax-collectors' visits. His hands and head were cut off and placed in a basket, in which they were carried about from place to place, as a public show. The rebels were gaining strength and have been robbing and plundering on all sides. French traders and planters suffering the most. Troops and levies have been despatched against them. At the date of last advices, the insurrection was spreading. The Laotians had long stood the increasing burdens; but a poll-tax of \$1 a year on all men over twenty years of age drove them to desperation."

GENERAL.

A Boer refugee named Sander is now taking shelter at Saigon. He was engineer at Kimberley, and joined the Boers at the outbreak of the war. In September 1900 he was wounded, in action, and was taken prisoner. Ceylon was his prison house after captivity in Cape Town. After shaving off his beard and moustache and getting change of clothes, he escaped to Colombo and managed to be taken out in a cargo boat as stoker. He reached Rangoon when he palmed himself off as a German and thus escaped detection. Finally he got to Bangkok by land via Moulemein. At Bangkok he was helped to a passage to Saigon. There he met with aid at the end of last advices had a chance of being employed as engineer at a sugar mill."

"The Criminal Court at Saigon has sentenced an Annamite 'boy' to penal servitude for life for an attempt to murder Madame Helouy, the wife of the editor of the *Saigon Opinion*. M. Helouy had dismissed the 'boy' for dishonesty. Upon this the 'boy' concealed himself in M. Helouy's house, until that gentleman had gone to office. He then came out and went into Madame Helouy's room and asked her to take him back into service. On Madame Helouy's refusal, the 'boy' laid hold of a loaded pistol on a side table in the room and fired. Upon Madame Helouy stumbling, in rushing to help for help, he seized her by the hair and hammered at her head with the pistol. Help soon came and he was arrested."

French Indo-China has a Colonial Council with unofficial members. The Government, has, however, a standing majority, and the unofficials count for next to nothing. The colonists cannot stand this and have petitioned the Chamber of Deputies and the Senate at Paris for Council reform. They urge that their unofficial representatives should have some control over the taxes raised, and over the outlay of their money collected."

Prince Henri of Orleans has been taken so ill, while travelling in the interior of Cochinchina, that he has had to return to enter the hospital at Saigon."

At Kwang Chau Wan many Chinese have died of plague. Nine Europeans were attacked, of whom two died. This low death rate is ascribed to their making free use of Yersin's anti-plague serum. *Straits Times* Cor.

INTERPORT RIFLE MATCH.

ARRANGEMENTS FOR THIS YEAR.

The Honorary Secretary of the Singapore Rifle Association communicates to the *Straits Times* that it has been decided to hold this year's Interport rifle match (which is not confined to any particular body, but to the best shots in the port, whether Military, Volunteer, Police or Civilian) between October 26th and November 8th. For the first time in the history of this annual competition, Penang will be included in the match, so that the four competitors will be Hongkong, Shanghai, Singapore, and Penang. The historic three-cornered match that has so far been in vogue thus develops into a four-cornered competition, and although this may not perhaps be unanimously approved, more especially by some of the old members of past years, yet it should be remembered that old foreyism is not sport, and that the sole object of such a match is to promote the standard of rifle shooting, and any arrangement that tends in that direction should be welcomed by rifle shots. We understand that it is intended to invite Ceylon to join in, but as the negotiations have not yet proceeded far enough, it is not likely that they will be able to shoot this year; although it is hoped that next year the match will be a five-cornered one.

This year the match will be fired under Nistley conditions, so that it will be possible to compare scores with those made at home this year. The conditions are—

Range. Targets. Position prone.

200 yds. 3rd class, Bull 7in. diam.

4 ft. square Inner 14 "

Magpie 21 "

5/600 " 2nd class. Bull's eye 20 "

6 ft. square Inner 30 "

Magpie 40 "

NOTANDA.

CALENDAR.

AUGUST.

Metorological means based on fifteen years' observations to 1896.

Barometer.....29.755

Thermometer.....81.0

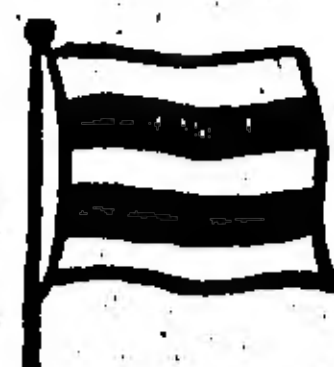
Humidity.....83.

Rainfall.....13.482

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, via SHANGHAI, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 23rd August, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 30th August, at Daylight.
KAGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	MONDAY, 2nd Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Sunday, 25th Aug. at Daylight.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept. at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hongkong)	Saturday, 12th Oct. at Noon.

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 25th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Mexico, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT.

For further Particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

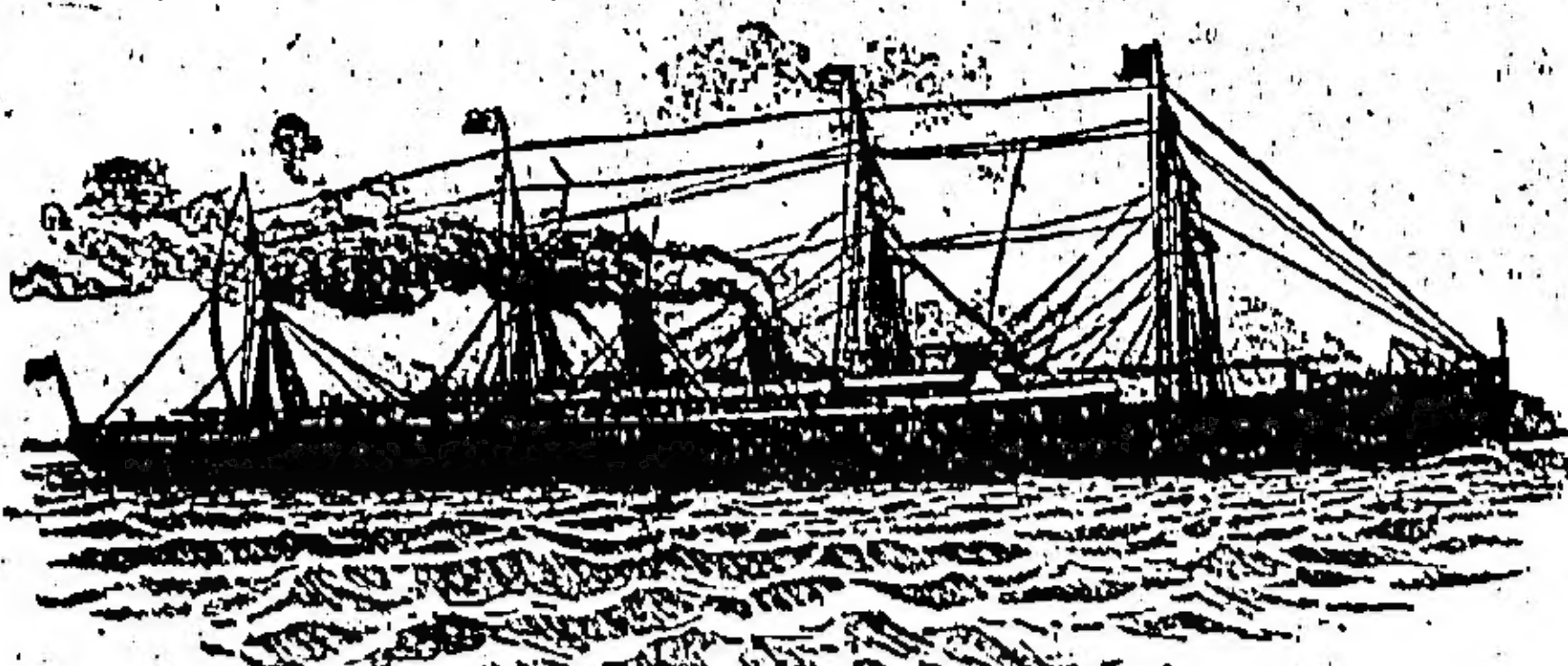
JARDINE, MATHESON & Co., Agents.

Hongkong, 26th July, 1901.

[791]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PERU".....	SATURDAY, 31st August, at Noon.
"CORPIC".....	TUESDAY, 10th September, at Noon.
"CITY OF PEKING".....	TUESDAY, 24th September, at Noon.
"GAELIC".....	WEDNESDAY, 2nd October, at Noon.
"CHINA".....	SATURDAY, 19th October, at Noon.
"DORIC".....	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confirmed and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

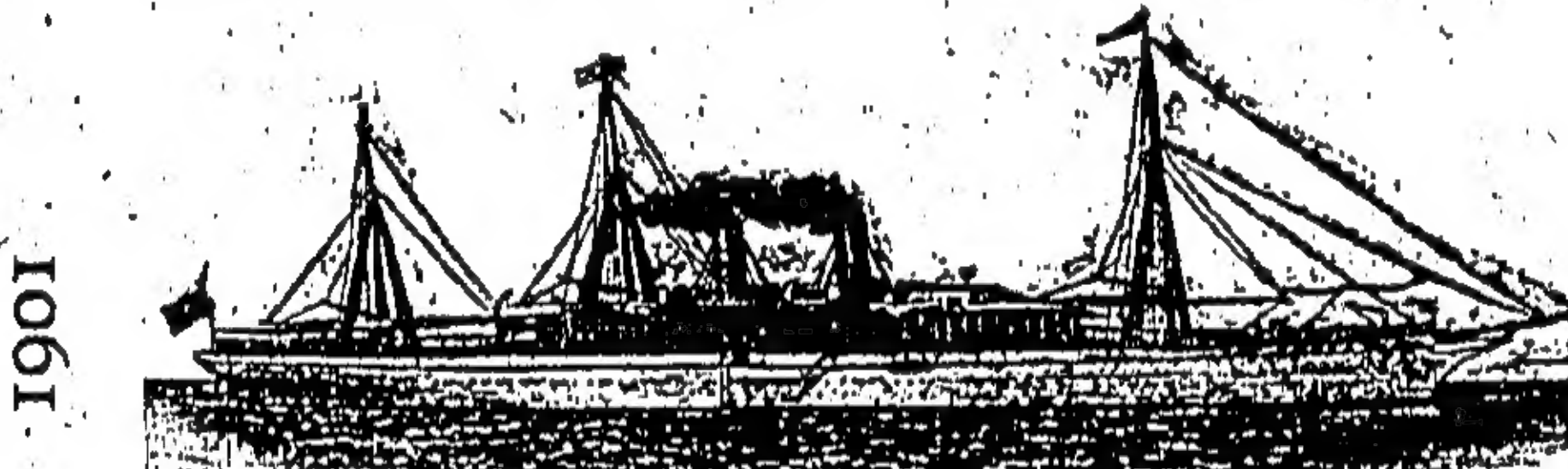
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA.....	Comdr. O. P. Marshall, R.N.R.....	WEDNESDAY, 28th August.
EMPRESS OF JAPAN.....	Comdr. H. Pybus, R.N.R.....	WEDNESDAY, 25th September.
EMPRESS OF CHINA.....	Comdr. R. Archibald, R.N.R.....	WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates, to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	27th Aug. Freight.
SIBIRIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th Sept. Freight and Passengers.
PONELLUS.....	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st Sept. Freight.
ANDALUSIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	5th October. Freight.
ARABIA.....	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	19th Oct. Freight.
ARAGONIA.....	NEW YORK, via SUEZ CANAL. End of August or beginning September.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 7th August, 1901.

[614]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR.	STEAMERS.	TO SAIL.
FOOCHOW, NINGPO and SHANGHAI.....	"WOOSUNG".....	22nd instant.
SHANGHAI.....	"CHANG-SHA".....	30th instant.
KOBE and MOJI.....	"KANSU".....	31st instant.
MANILA.....	"TAIYUAN".....	10th September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	10th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th August, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM.	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"TYDEUS".....	26th August.
"....."	"PYRRHUS".....	5th September.
"....."	"ULYSSES".....	12th September.
"....."	"AGAMEMNON".....	19th September.

HOMEWARDS.

FOR.	STEAMERS.	TO SAIL.
LONDON.....	"PELEUS".....	22nd August.
"....."	"STENTOR".....	3rd September.
"....."	"IDOMENEUS".....	17th September.
"....."	"AJAX".....	1st October.
LIVERPOOL (DIRECT).....	"ORESTES".....	about 15th September.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

[12]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on FRIDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th August, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th August, 1901. [587c]

NIPPON YUSEN KAISHA. FOR MANILA. THE Company's Screw Steamship

"KASUGA MARU," (3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1901. [879c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"ANPING MARU," Captain S. Atsomi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901. [327c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Sept. 15

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

[790c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"HAICHING," Captain Davis, will be despatched for the above Port, TO-MORROW, the 22nd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LIPPAK & Co., General Managers.

Hongkong, 21st August, 1901. [897c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

"CHUNSANG," Captain Muir, will be despatched as above TO-MORROW, the 22nd instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st August, 1901. [876c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"PERLA," Captain J. E. McArthur, will be despatched as above on FRIDAY, the 23rd instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th August, 1901. [892c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD. Captain R. Heintze, due here with the outward German Mail about THURSDAY, the 22nd instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 19th August, 1901. [122]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to AUSTRALIAN PORTS, TASMANIA, &c.)

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 6th September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th August, 1901. [1893c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ATAKA," will be despatched for the above Port, on or about the 10th September.

To be followed by the S.S. "ANAPA" about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901. [1876c]

THE DEATH OF MRS. KRUGER.

[VIA SEATTLE, MAIL.]

LONDON, July 21st.

"Owing to the Sunday telegraph hours in Holland," says a dispatch to the *Daily Mail* from Hilversum, "Mr. Kruger was not informed of his wife's death until the evening. The news was broken to him by Dr. Heymans and Secretary Boechoten. Mr. Kruger, who had just returned from church, burst into tears and asked to be left alone. He exclaimed: 'She was a good wife. We quarrelled only once, and that was six months after we were married.' He prayed for a long time, and is now calmly sleeping, his Bible beside his bed. The Transvaal and Orange Free State flags flying above the white villa were draped and half-masted. Shortly before the news came a crowd of country girls had been singing a folk-song outside the villa."

LONDON, July 22nd.

All the morning papers publish kindly editorials concerning the death of Mrs. Kruger and express sympathy with Mr. Kruger. The *Times* begins thus: "The English people will feel genuine sympathy with the aged ex-President in his severe domestic bereavement which has befallen him. This is followed by an eulogy of Mrs. Kruger."

PRETORIA, July 22nd.

Mrs. Kruger's long separation from her husband, combined with the death of her favourite daughter, Mrs. Smith, last week, had completely broken her spirit. Mr. Eloff and many other members of the Kruger family were at her bedside, when she passed away.

IN BERMUDA.

INTERESTING STORY OF THE BOER PRISONERS.

HAMILTON, Bermuda, 6 July.

The proposal to establish here a camp for the detention of prisoners of war from South Africa suggested to the public mind two possible sources of danger: the introduction of disease as a result of confining a large number of men within a limited area, in a hot climate, in a locality where the sanitary and other arrangements for the accommodation of the prisoners would necessarily be far from perfect. The *Armenian* arrived in Grass Bay on 28 June—only a month after leaving Cape Town. While the prisoners were awaiting disembarkation scores of boats filled with passengers from the shore were in Great Sound. The prisoners appeared to enjoy being stared at, entered into conversation with the people in the boats, and threw souvenirs to them. These souvenirs consisted of toys and other articles which had been made by the men on the passage, nearly every one of the articles being adorned with Mr. Kruger's portrait.

CAMP LIFE.

The camp where the prisoners are confined is on Darrells Island off Butts Island, in the Great Sound. The former contains 21 acres and the latter nearly eight acres. On these islands bell-tents have been pitched, each tent being nicely floored with planking. The men are well satisfied with their quarters, one of them stating that Bermuda is the best place that they have been in since they have been taken prisoners of war.

After their long confinement on board ship the prisoners were delighted to get ashore, and before they had been on the island five minutes scores of them were bathing in the clear, cool, limpid waters of the Sound and shouting and cantering like boys on a holiday. For a time, no doubt, bathing, fishing and gardening will afford them ample means of recreation, and in the meantime the ladies and gentlemen of Bermuda have formed an association, under the patronage of Sir George Barker, to provide recreation for the men.

AN ALARM.

The islands and a certain area of the surrounding sea were under martial law. The islands of Darrells and Medina have been commissioned and detailed to guard the prescribed area. Already several boats caught trespassing within the area have been fired upon and the occupants of one boat were arrested. An occurrence took place two nights ago which demonstrated the vigilance of the men on duty on board the guard ships. Mrs. Bradley, the proprietress of the Windsor and the lessee of the Isle of Wight in Harbour, gave a party on the island. Late in the evening there was a fine display of fireworks. In one of the intervals between the discharges of rockets some coloured fires were lighted, and by a strange coincidence the sequence of colours displayed was such as to lead the officer in charge of the guardships to believe that an alarm signal was being given.

Answering signals were made, immediately afterwards electric light signals began to flash, and within three-quarters of an hour three naval cutters filled with armed men, with Maxim guns and ammunition, arrived at the Isle of Wight, and the warrant officer in charge waited upon Mrs. Bradley to inquire the cause of the alarm. The contretemps occasioned much amusement.—*Reuter*.

NAVAL ENGINEERS.

DEPUTATION ON THEIR GRIEVANCES TO THE FIRST LORD.

On the 16th July, says the *Morning Leader*, the Earl of Selborne received an influential deputation of Members of Parliament and others interested in the efficiency of engineer officers of the Fleet.

Among those present were Mr. C. H. Wilson, M.P., Mr. John Burns, M.P., Mr. William Allan, M.P., Sir J. R. Colomb, M.P., Sir E. Durning Lawrence, M.P., Mr. Lonsdale, M.P., Mr. Platt-Higgins, M.P., Col. Denny, M.P., Sir W. Hart Dyke, M.P., Sir J. Willoughby, M.P., and others.

Sir F. Plannery, M.P., in introducing the deputation, said they desired to point out certain improvements which were necessary in the condition of naval engineers. It was common knowledge that the number of engineer officers was too small, and upon that the whole graven of the question turned. He urged that engineers should be granted the rank and executive control and the honorable position as officers which their service and utility demanded.

The discipline of the engine-room and the stokehole might be enormously improved, for while there was entire loyalty among engineers, there was an amount of quiet discontent at the present condition of things, which reflected unfavorably upon recruiting.

Mr. William Allan, M.P., said they were face to face with the fact that their ships were under-engineered and under-stoked.

Lord Selborne, in reply, remarked that everything that had been said would be carefully noted and considered. He could not allow the suggestion to pass unnoticed that the engineering branch of the navy did not fulfil its important functions, nor could he admit that there was anything wrong with the discipline in the engine-room or stokehole.

He also did not admit that they could not get the number of men they asked Parliament for. The suggestion that the engineering branch should be represented on the Board of Admiralty was made under a misconception.

The Board was not a collection of the heads of the departments, but a body of high Admiralty in Commission, and might be compared to the Secretary of State for War and the Commander-in-Chief rolled into one.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

Atkinson, A. J. McCracken, W. R.
Atkinson, Miss I. Miller, R. E.
Angus, W. Meunier, M. F.
Alexander, M. R. Mooney, R. J.
Anderson, W. H. McLean, A. E.
Abern, J. H. Miller, O. H.
Ahlantis, J. Marshall, C. W.
Ainslie, Mrs. Merchants Despatch & Co.
Barton, Miss A. C. Transportation Co.
Bishop, W. C. Mills, S.
Bishard, Miss F. Mills, S.
Brett, Mr. Maipang, W.
Bender, H. Mills, S. C.
Bowles, Mr. & Mrs. Mitchell, W. T.
J. H. McIntosh, J.
Brace, Hy. McAuliffe, J.
Burger, Rev. P. G. Burger, L. W. Meany
Bridgman, M. Mullary
Bridgman, M. Mary
Bridgman, M. Mary

List of Registered Covers for Merchant Ships.

S.S. *Asio* C. G. Narinovich.
S.S. *Alai* M. Rickinson.
H.M.S. *Barfleur* G. Groves.
S.S. *Changsha* Capt. Moore.
S.S. *Chingtu* Chas. Leuberg.
S.S. *Dragonair* J. W. Holland.
S.S. *Elle Norah* J. McCahey.
J.M.S. *E. of Japan* W. Cooper.
S.S. *Erica* Capt. Zindel.
S.S. *Hallan* R. Olsen.
S.S. *Haiting* A. E. Tilston.
S.S. *Hiladric* Serang Humar.
U.S.S. *Tila de Luzon* C. Reston.
U.S.S. *Tila de Luzon* W. Lynch.
S.S. *Kashida* Capt. Sanderson.
S.S. *Loosk* L. Brandt.
S.S. *Manuel Laguna* E. Nielsen.
S.S. *Mulo* J. P. Walker

Intimations.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 19th July, 1901.

[733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1898.

[31]

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!!!

GENTLEMEN'S (ORDINARY)

At a fixed price of \$8 per month per head, or as per tariff.

LADIES' and FAMILY as per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by Machinery.

Californian Washermen Employed. No Coolies Sleep on the Premises.

Depot, 5, ICE HOUSE STREET.

F. G. ALLEN, Manager.

Hongkong, 6th August, 1901.

[845c]

STEAM LAUNDRY COMPANY, LIMITED.

THE Company is now in a position to collect and deliver at Private Residences Customers who desire our man to call for their washing will oblige by addressing the Under-

signed.

F. G. ALLEN, Manager.

Hongkong, 14th August, 1901.

[870c]

C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

NO. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901.

[526c]

DROZ & Co., WATCH MANUFACTURERS.

STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901.

[526c]

NEW GOODS.

PLENTY, IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900.

[41]

F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINSLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 14th May, 1900.

[58]

OHS. J. GAUPP & CO., CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Louis Augustin's Watch awarded the highest Prize at 1898 Exhibition, and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

11, 13, 15, Queen's Road Central, Hongkong.

Shipping.

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A. I. American ship.

having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

FOR NEW YORK.

THE 3/4 A. I. American ship.

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 6th March, 1902.